### MONARCH GROCERY CO.

(INCORPORATED.)

84 East Washington St. TELEPHONE 1453.

Don't buy trashy goods when you can buy the finest quality at the MONARCH at such low prices.

Here are some staples that both rich and poor want and can offer at these prices:

Just for to-day we will sell the Best Griddle Cake Flour, two packages for 5c; regular price, 10c.

Fresh Eggs, per doz......18c Fancy Michigan White Potatoes,

per bu......65c (We save you 15c to 20c per bu on them.) California Lemon Cling Peaches, per can......16c Large Bottle Catsup......10c

Queen Olives, per quart......20c Lemons, per doz......12c Extra Fine Dressed Poultry to-day: Chickens, per lb......10c Turkeys, per lb......12c

Teas and Coffees, bargain prices. Sweet Florida Oranges, Bananas, etc.

MONARCH GROCERY COMPANY

### BIG 4 ROUTE

#### CINCINNATI

making direct connection with the Chesa-peake & Ohio, Baltimore & Ohio, Queen & Crescent and Louisville & Nashville for all points East, Southeast and South

WITHOUT TRANSFER. — PASSENGER TRAINS——6

Each way run as follows: Leave Indianapolis \*3:45 a. m., \*4.10 a. m., 7:05 a. m., 11 a. m., \*3 p. m., 6:35 p. m. Arrive Cincinnati 7:45 a. m., 7:30 a. m., 11:10 a. m., 8:15 p. m., 6:10 p. m., 10:30 p. m. Leave Cincinnati 6 a. m., \*8:30 p. m., 12:45 p. m., 8:15 p. m., \*8 p. m., \*8:30 p. m. Arrive Indianapolis 10:15 a. m., 11:40 a. m., 4:45 p. m.,

dianapolis 10:15 a. m., 11:40 a. m., 4:45 p. m., 7:15 p. m., 11:10 p. m., 12:01 night.

\*Indicates daily.

Buffet sleeping cars on \*3:45 and \*4:10 a. m. trains from Indianapolis and \*8 p. m. and \*8:30 p. m. trains from Cincinnati. Buffet parlor cars on \*3 p. m. train from Indianapolis and \*8:30 a. m. train from Cincinnati. Through Sleeper for Washington, D. C. on \*3 p. m. from Indianapolis. For tickets and full information call at Big Four offices, No. 1 East Washington, 36 Jackson place and Union Station. H. M. BRONSON, A. G. P. A.

## CINCINNATI DAYTON, TOLEDO AND DETROIT.

No. 35 Cincinnati Vestibule, daily. 3:40 am
No. 37 Cin., Dayton, Toledo and Detroit Express, daily, except Sunday. 10:50 am
No. 33 Cin. and Dayton Vestibule, daily. 4:00 pm
No. 35 Cin. Dayton, Toledo and Detroit Express, daily, except Sunday. 10:50 am
No. 35 Cin. and Dayton Vestibule, daily. 4:00 pm
No. 39 Cin., Dayton, Toledo and Detroit Express, daily, except Sunday. 6:30 pm
ARRIVE INDIANAPOLIS.

No. 36, 12:30 am; No. 32, 3:15 am; No. 30, 11:45 am; No. 38, 7:30 pm; No. 34, 10:55 pm.

For further information call at No. 2 West Washington street, Union Station or No. 134 South Illinois street.

I. D. BALDWIN, D. P. A.

#### MONON ROUTE (Louisville, New Albany & Chicago Ry. Co.) THE SHORT LINE TO

CHICAGO THE VESTIBULE PULLMAN CAR LINE LEAVE INDIANAPOLIS. 30—Chicago Limited, Pullman Vesti-led Coaches, Parlor and Dining Cars,

ARRIVE AT INDIANAPOLIS. 4:00 p. m. 3:55 p. m. 3:25 a. m. For further information call at Ticket Office. No. West Weshington street, Union Station and Mass-

Insurance Co ROBT. MARTINDALE & CO. 84 E. Market Street.

I. D. BALDWIN, D. P. A.

DRS. COUGHLIN & WILSON, DENTISTS. Expert Crown and Bridge Workers. Fine Artificial Teeth. Painless Extracting with Cocaine, Gas or Vitalized Air. Ladies entrance (ground floor), Denison Hotel.

### WAGON WHEAT 52°

ACME MILLING COMPANY, 252 West Washington Street.

PURE OIL COMPANY.

Independent Producers Combine Against the Standard Monopoly.

PITTSBURG, Pa., Jan. 25.-The war | Brief Report Submitted to the House earnest. The company which was projected at the Butler meeting of independent oil producers yesterday has taken decided shape, and will be formed and under charter within a month, according to the statement of David B. Kirk, of this city, who was one of the vice presidents of the meeting. He says: "The company will embrace all independent producers and refiners in the United States. We will have a capital of \$1,000,000 to start with, and can get \$5,000,000 when it is needed. The company will be called the Pure Oil Company of Pennsylvania, and we will erect a plant in every city in the United States where the Standard has one. We will handle only pure oil."

Proposed Oil-Cloth Trust. AKRON, O., Jan. 25.—Rumors for some facturers of all cloth in this country were confirmed to-day by Dr. A. N. Cole, president of the Western Linoleum Company, of this city. He stated that the combinaof this city. He stated that the combina-tion would be consummated within three weeks. The capital stock of the company will be \$3,000,000 and will include practically all the manufacturers in the country. Dr. Cole assigns as the reason for this move-ment the increased competition in the low tariff which the Wilson bill puts on heavy-weight oil cloth.

### The Usual Thing

Everything's a bargain at THE WHEN, but here's one that sticks out a little farther than usual:

Men's Suits-Cassimeres, Worsteds, and all-wool Scotch Cheviots, made to sell at \$18 and \$24—your choice costs you

#### \$12.87

Pants' Week ends to-day. Men's Pants \$1.98 to \$4.97, Boys' Long Pants \$1.97 to \$3.87, and Boys' Knee Pants 97c. These are high-class bargains for you.

# THE WHEN

#### MURPHY, HIBBEN & CO IMPORTERS, JOBBERS,

Offer the Trade Selections from

(Wholesale Exclusively.)

Cases Woven and Printed Wash - Fabrics for SWIVEL SILKS, SIMPSON FINE SATEENS, PARKHILL ZEPHYRS, TOILE DU NORDS, IMPORTED SILK-SHOT GINGHAMS, AUSTRAL SUITINGS.

36-inch KENSINGTON FANCIES, Etc., Etc. Lancaster and Amoskeag Staple Ginghams at lowest quotations from any market. New lines are being opened daily throughout all departments. Lowest prices always a certainty.

### BOSTON RUBBER CO.'S

## "Bell Brand" Stub Proof Boots

IS THE BEST DUCK BOOT MADE.

## McKee & Co.: Indianapolis

EXCLUSIVE AGENTS FOR INDIANA.

MR. SHERMAN'S RIDER

IF PUT ON THE POOLING BILL THE LATTER MAY BE KILLED.

Proposed Reform of the Federal Court Fee System-Nothing Done at Republican Senators' Caucus.

Special to the Indianapolis Journal. WASHINGTON, Jan. 25 .- The prospects for the passage of the pooling bill are materially brightening. When the bill first came to the Senate there were sinister threats from its opponents that, no matter what was its success in the committee, it ate. Mr. Allen, of Nebraska, Mr. George, of Mississippi, Mr. Vest, of Missouri, and Mr. Bate, of Tennessee were among those mentioned as being determined to kill the bill. Their main reliance at that time was the expectation that the currency question would be before the Senate as the measure before which all other bills would be compelled to stand back, and that with only a few weeks remaining of the session, and all the appropriation bills yet to pass, it would be an easy task to sidetrack the pooling bill by a bold front of determined opposition. But the friends of the pooling bill now speak more confidently of the measure's chances. There is no currency bill likely to take up much time and appropria-tion bills can be rushed through the Senate with great speed when that body is so disposed. It will be remembered that at the last session, after the tariff bill was out of the way, the Senate disposed of appropriation bills at the average rate of two a day.

The friends of the pooling bill say to-night that the bill will be called up next week. Some efforts will be made in the Senate to amend the bill, the most im-portant amendment being that of Senator Sherman, who will endeavor to regulate the Sherman, who will endeavor to regulate the prices of berths in the Pullman sleepers. Should Mr. Sherman succeed in tacking this amendment on the pooling bill, it will mean the death of the bill. The Pullman company is a rich corporation, and the present House is full of men who, after the 4th of March, are dead politically. The pooling bill, as thus amended, could never pass the House. Hence, a vote in the Senate for the Pullman bill amendment is practically a vote against the pooling bill. practically a vote against the pooling bill. This is all the more to be regretted, since Mr. Sherman's proposition is altogether a proper one and, if considered by itself, should pass. Efforts are being made to in-

should pass. Efforts are being made to induce Mr. Sherman not to press his amendment, in which case it is very probable that the pooling bill will become a law.

An Associated Press dispatch says Senator Butler said to-day that he would make an effort to get up the pooling bill as soon as the bankruptcy bill could be disposed of. The bankruptcy bill follows the Nicaragua bill directly by order of the Democratic caucus, but it seems to be the general understanding that after that measure shall derstanding that after that measure shall be disposed of there will be more freedom as to the order of proceedings. Opinions vary as to the time that will be required for consideration of the bankruptcy bill, but Mr. Butler thinks it will not require more than ten days and that sufficient time will then he left for all the debets are will then be left for all the debate necessary on the pooling bill.

#### THE RICKS CASE.

by the Judiciary Committee. WASHINGTON, Jan. 25 .- The report on the Ricks case submitted to the House to-day by Representative Harrison, of Alabama, was very terse. The committee reports concerning the charges "that they have made diligent inquiry touching the same, have taken testimony through a subcommittee at Cleveland and in the city of Washington by the committee as a whole, which testimony embraced all the evidence tendered by both sides, all of which being duly considered in connection with said memorial and of the charges therein made has adopted the following." The committee then recites the resolution adopted by the judiciary committee censuring the fee system without making further comment.

To Reform the Fee System. WASHINGTON, Jan. 25.-A result which has accrued from the investigation of the charges against Judge Ricks, of Ohio, seems to have been to bring promptly to the notice of Congress the defects of the fee system which applies to the officers of the United States courts. More or less scattering efforts have been made in years past by both houses to do away with the system of com-nensating district attorneys, marshals,

places a bounty on prosecutions, and a tendency of legislation has been to reduce and limit them for some time. Several Attorney-generals, including Brewster, Miller and Olney, have recommended to Congress that the court officials be placed as nearly as practicable on a salaried basis, and several reports have been made to the same effect to Congress by the investigation committed. reports have been made to the same effect to Congress by the investigation committee. The judiciary committee is thoroughly aroused on the question. There is a bill on the calendar of the House to pay these officials by salaries, and prominent members of the committee, among them Messrs. Stone and Wolverton, of Pennsylvania, and Broderick, of Kansas, are enlisted in the movement. They say that if nothing is movement. They say that if nothing is done by this Congress they intend to bring the question forward in the Fifty-fourth Congress. While the limit of compensation fixed by law is \$6,000 for marshals and district attorneys and \$3,000 for clerks, Attorney-general Olney has shown that through the numerous loopholes in that law, made by decisions of the Controllers, it is possiby decisions of the Controllers, it is possible for clerks to obtain as much as \$10,000 a year, while district attorneys sometimes attain the \$20,000 mark. In the bill on the and district attorneys are fixed at \$4,000 and the salaries of the clerks are to be adjudicated by the Attorney-general, but not to exceed that sum. Attorney-general Ol-ney has said that the bill, if enacted, will accomplish a great saving to the govern-

#### THE PACIFIC RAILWAYS. Report Submitted by Chairman Brice, of the Senate Committee.

WASHINGTON, Jan. 25.-Senator Brice chairman of the Senate committee, to-day presented a report of that committee con cerning the Pacific railroads. The report is not based on any bill before Congress, and is intended simply to supply the Senate with all the information obtainable on the indebtedness of the Pacific roads together with a brief sketch of the history of both the Union Pacific and Central Pacific systems, which is done under the following neads as regards the Union Pacific: (1) The charter, construction of roads and subsequent legislation; (2) the roads composing the system at present and their financial status; (3) policy of owning and controlling branch lines of road and other outside in-Part of the report devoted to the Pacific ailroads deals with the charter and legisrailroads deals with the charter and legis-lation, roads embraced in the system, in-debtedness, assets and earnings. The report makes no direct recommendations, but urges the importance of taking up the question of the Pacific road indebtedness in the follow-ing terms: "The present practical question of the indebtedness of the bond aided Pa-cific railroads is of vast magnitude and of the highest importance. Its solution and the highest importance. Its solution and settlement and a final adjustment of the relations of the United States with those roads, looking to the ultimate discharge of this indebtedness and the early rehabilitathe purpose for which they were origin-ally created, is imperatively demanded, not only by the United States and the roads themselves, but also by the communities and the people which they serve with rail-road facilities and by the holders of valid securities issue or guaranteed by the rail-road companies.

measure of relief to be provided ought to be comprehensive and far reaching enough to embrace all these interests. It should especially aim to preserve the rights of the United States in the premises and to be such as the roads can live under. Whatever of partnership relations exist be-tween the United States and these roads should be terminated in such a manner as shall be to the interests of both. In dealing with this subject more regard must be had for the present condition than for past grievances. Recollection of the Credit Mobilier and other unjust manipulations should not overbalance the sober business thought of to-day, or outweigh consideration as conditions obtaining at the present time."

#### GERMAN AGRARIANS.

They Seem to Be Imbued with the Idea of Some Americans.

WASHINGTON, Jan. 25 .- There is great unrest among the agricultural classes in Germany owing to the depression of grain prices, according to a report to the State Department by United States Consul-general De Kay, at Berlin. His report shows in a striking manner the growth of socialistic ideas in Germany and particularly sets out the demand for some legislation like the anti-option bill, that will prevent the manipulation of prices of agricultural products by speculators and middlemen and for pubgranaries where grain may be stored and money be borrowed on it, as proposed by the Farmers' Alliance here. The Consul-general says this agitation is not confined general says this agitation is not confined to Germany, but pervades Europe, and he cites resolutions passed in London by agricultural unions on the 12th and 13th of last December requesting the British government to forbid trading in fictitious food values, owing to the harm it does by lowering prices. Similar action was taken on Dec. 19, by the Saxon Central Agricultural Union, which memorialized the Gersten

government to form the grain exchange on the basis of actual trading in actual wares; to bring foreign grain into fairer relationship with the German requirements; to increase the funds for land improvement by scientific researches; to improve cattle; to create cheaper capital to meet the demands of personal credits in co-operative channels, and to found real estate loan associations to loan money to small land owners. Attention is called to the success of the Russian governmental granary system and a strong movement has been instituted to duplicate it in Germany.

#### REPUBLICAN CAUCUS.

Minority Senators Reached No Definite Decision on Any Subject. WASHINGTON, Jan. 25.-The Republican senatorial caucus was in session from 10:30 until 12 o'clock to-day and adjourned without taking any action on any subject, although many questions were discussed. The principal subject under consideration was that of taking a position on the question of the senatorial election in the States where there are senatorial deadlocks. No formal expression of opinion was elicited. This was because of the general opposition which seemed to prevail against senatorial interference. There was also some expression of opinion on the order of business in the Senate from this time forth, but no vote was taken. The territorial admission bills were discussed with reference to the political complexion of the proposed States if these bills should pass. There was no reference to the silver question in the territorial discussion, but the fact that the Eastern Senators as a class seemed inclined to oppose admission and the Western Senators favoring it, so far as expression was obtained, was regarded as evidence that some of the Senators had this point in mind if they did not give expression to it. The nearest approach to a decision reached by the caucus was in the matter of the resolution of Mr. Allen regarding the alleged election frauds in Alabama in which the Republicans will probably stand together to encourage investigation. of the senatorial election in the States

#### Spring | BREWERY DESTROYED

SEVEN WORKMEN KILLED AND SIX OTHERS BADLY INJURED.

Henning's Five-Story Building at Mendota, Ill., Wrecked by the Explosion of a Boiler.

MENDOTA, Ill., Jan. 25.-At 3 o'clock this afternoon the main building of Henning's brewery, in this city, was wrecked by a boiler explosion, the concussion being so great that every building in the city was badly shaken. The building destroyed was five stories in height, and filled with machinery. The force of the explosion com-pletely demolished it, killing seven men and badly injuring six others. The killed are;

C. E. SEIFERT, foreman.
DAVID WELLS, fireman.
DAVID GHEER, engineer,
LEMUEL DE SHASO, iceman,
HENRY PERT, laborer. JOHN KENNEDY, a well borer, of De-ADAM BRESSHEAD.

The injured are: JAMES LOVE, Chicago, arm broken and head badly cut.

A. McLEOD, Chicago, head and face cut,
GEORGE PARKER, Chicago, head cut.
F. M. CARPENTER, badly hurt.
WILLIAM LONG, badly hurt.
HENRY VARMORE, badly hurt.

The Chicago men and Kennedy, of De-Kalb, were engaged in sinking a well near the building. Up to a late hour no more bodies had been found in the debris. A blinding snow storm almost compelled a cessation of work. It is thought more men are buried under the tons of brick and beams. The loss of property amounts to over \$100,000, and a large number of men are

thrown out of employment. The explosion had an upward tendency, lifting the building, and then everything fell into a huge heap in the center of the structure. All was excitement and many were driven frantic with the thought that husband, father or son might be beneath the ruins. Women, bareheaded and wild the ruins. Women, bareheaded and wild with fear, braved the wind and cutting snow that some tidings of the injured might be learned. In the excitement a number of people received injuries in removing beams and lumber. Never before has this city suffered such a blow, and many are the conjectures as to the number of dead at the bottom of the great heap of brick, mortar and broken machinery. The work of removing the ruins is progressing steadily and it will be a day progressing steadily, and it will be a day or more before the list of the dead wil be completed. When the explosion occurred every building in the city was shaken and men rushed to every conceivable place to learn the cause of the shock. The dead men are highly respected and several of them are prominent members of secret so-

#### SLEIGHING PARTY RUN DOWN.

Iwo People Killed and Sixteen Injured on a Railway Crossing. MIDDLESBURG, Pa., Jan. 25 .- Two members of a sleighing party were instantly killed and five others badly injured by being struck by a train on the Pennsylvania road, at an early hour this morning. Eighteen persons were in a large sled returning home from Middlesburg, where turning home from Middlesburg, where they had been attending a dance. The engine crashed into the side of the sled just back of the drivers' seat. The driver, Charles Romig, aged twenty-four, was literally ground to pieces under the wheels. His father, Isaac C. Romig, had his skull crushed and his body was found on the pilot. Lawyer A. W. Potter had both arms crushed; Millie Burns, aged twenty-one, had her right leg so badly crushed, that it was amputated at the knee. Lottie Eby had both legs severely injured. Mrs. Charles Ullrich was injured about the spine. Not one of the party escaped without a bruise of some kind.

Explosion of Rock Powder. GREENSBURG, Pa., Jan. 25 .- A terrific explosion occurred in the Westmoreland fire-brick mines, at Hunkers Station, which will result in the death of a young man named Albright, and perhaps another, named Elmer Kauffman, and the serious injury of Frank Kauffman, an elder broth-er. The young men were seated around a er. The young men were seated around a can containing thirty-five pounds of rock powder, when it was ignited and an explosion ensued, burning all of the men in a harrible manner. The flesh on Albright's and young Kauffman's bodies was literally cooked. Frank Kauffman, while terribly burned, it is thought, will recover, but the other two will die.

Burning Mine Caves In. HAZELTON, Pa., Jan. 25.-Fire of unknown origin broke out this morning in the Hazel mine slope, operated by the Lehigh and Wilkesbarre Coal Company. The slope is about eight hundred yards deep and underlies a half dozen other collieries.
At 8 o'clock to-night the slope cayed in.
The trestle work above and a mass of old timbers were carried down the slope, John Hawke and George Haskley were caught in the collapse and suffered broken legs. The only resource left is to flood the mine, and preparations are being made to do this. The officials are trying to dam the first level.

Engineer Seriously Scalded. GREENVILLE, Miss., Jan. 25 .- A serious wreck occurred at Alta Bena, Miss., on the Georgia Pacific branch of the Southern railway system early this morning. Unknown persons drew the spikes and took up a rail of the track near a high trestle and the west bound passenger train was wrecked. Engineer Jones was seriously scalded, Fireman Woods slightly injured and Baggagemaster Tate badly bruised.

#### Four Drowned.

NATCHES, Miss., Jan. 25.-About noon on Sunday just below Bouger's landing Concordia parish, a flat boat containing two men, a woman and a child were capsized in a whirlpool and all on board drowned. The occupants of the boat were unknown.

The ceremony of nailing to the staff the new colors which have been bestowed on the Second Hussar Regiment of the Guards was performed at Berlin yesterday, in the presence of the Emperor and Empress and their sons, the ex-Empress Frederick and all the princes in Berlin, in the Knights' Hall of the palace.

STRIKERS BEATEN IN THE FIGHT AGAINST THE CAR COMPANIES.

Yesterday Mayor Schleren Said the Trouble Was Over So Far as it Affected the People's Convenience.

A FEW OLD MEN TAKEN BACK

OTHERS WHO APPLY FOR WORK IN TIME TO BE REINSTATED.

More Cars Run in Brooklyn Yesterday than on Any Day Since the Strike Was Inaugurated.

NONUNIONISTS

SOME PERSUADED TO QUIT AND SENT OUT OF TOWN.

Father O'Hare's Work in Behalf of the Strikers-Wires Cut and Other Lawless Acts Committed.

BROOKLYN, N. Y., Jan. 25 .- Mayor Schieren expressed the opinion this afternoon that the strike was over so far as it would affect the convenience of the public, Colonel Appleton, of the Seventh regiment, said he expected to be relieved from detail very soon. Master Workman Connelly still maintains that the strikers will win, but a dozen strikers applied to the Brooklyn City railroad to-day for reinstatement and were put to work. Street car officials say they will be glad to take back old men, but they will not be allowed to displace the new ones taken on. More cars were run today than on any day since the strike began, Mayor Schieren declares as a result of personal inspection that the lines are giving good service. The mandamus which it is sought to have issued to compel the companies to run cars is not of much importance under these circumstances.

The temper of the strikers showed an accent of bitterness in the latter hours of the day to-day, but they do not manifest a sanguine spirit any more. At Maspeth a lot of nonunion motormen were taken from a car and locked up in a hall by strikers. When released some of them claimed they had been maltreated. The demonstrations of the day were confined principally to wirecutting and to small and unorganized attacks on the street-car property or on the militia. An effort is being made to secure an indictment of murder against the militiaman who shot Thomas Kearney, the tin roofer, on Hicks street, who died yesterday as a result of his wound,

### INCIDENTS OF THE STRIKE.

A Priest Begs Nonunionists to Quit-Imported Men Kidnaped.

BROOKLYN, Jan. 25 .- The street-car strike was full of exciting incidents today. At the stables of the cross-town line, on Kent avenue, Green Point, the situation to-day was more serious than ever before. Rev. Father O'Hare, who has charge of Green Point parish, spoke to the new motormen and conductors who were taking out the cars. He begged them to leave their cars and join the strikers. "Come on, men! Act like men and join the strikers. They will take care of you," was his oft-repeated request, and several of the men jumped from the cars amidst the cheers of the on-lookers. Big crowds congregated in the vicinity of the stables and the tracks were obstructed with barrels, boxes and refuse. A good deal of stone throwing was done by the mob, despite the efforts of Father O'Hare, who frequently entreated the men not to use violence. The policemen charged the mob with their night sticks, and the crowd fell back, Father O'Hare received a letter from Mayor Schieren, sent by a messenger. The Mayor said that if the disorder at Green Point did not cease he would at once send the military there. On receipt of this letter Father O'Hare went out on the street to induce the crowd to

disperse. One of the motormen refused to leave his car and, after some conversation with Father O'Hare, said: "I belong to Buffalo and I won't return unless I get money to do so. I have a wife and family to look after." The priest then handed the motorman a bill and the nonunion man left the car and disappeared. Father O'Hare called on the strikers to return the cars to the depot in safety. The strikers, who carried a large placard on which was printed "K. of L.," manned the cars which brought them back to the depot. Father O'Hare visited the strikers' headquarters, where a meeting was being held, and which he addressed, and at which the nonunion men made speeches, promising to keep off the

Troop A escorted several wagon loads of line men this morning. They found wires cut and lying about the streets, and on Columbia street, tin cans had been strung together and thrown over the wires. In places, the feed wire had been severed. The linemen, surrounded by guards of soldiers, cleared away the incumbrances, but left nobody to protect the wires. The cutters were right behind them, and as fast as the line men made repairs, the wires were severed and the cans flung over them again. The line men did their work over a second time, but took the precaution to leave pickets behind to see that the wires were not disturbed again. Wires were also cut on the Flushing avenue, Fulton strat and Myrtle avenue lines. Policemen patrolling Bedford avenue, near North Fourteenth. this morning, about 2 o'clock, noticed a wagon loaded with men on Bedford avenue busily engaged in cutting the wires The policemen made a rush at the wagon to arrest the men, but the driver whipped up his team and made who were at work in the street cutting wires were captured. The policemen fired several shots at the wagon and are pretty certain one of the shots took effect.

AN EXCITING EPISODE. An exciting episode occurred at the Ridgewood station, when about twenty-five new men arrived to go to work for the railroad company. When they came in on the elevated road the strikers surrounded them and succeeded in hustling them down Palmetto street before the militia or police had any knowledge of the new arrivals. As soon as the kidnaping became known a detail of police and militia was sent hurriedly to the rescue. The militia succeeded in overtaking the kidnapers and their prisoners and rescued six of the latter. These were escorted back to the barns by the police and militia. The other nineteen were taken to the headquarters of the strikers taken to the headquarters of the strikers and kept as prisoners. A picket was then placed upon the L road to prevent a repetition of the occurrence.

Master Workman Murray, of Local Assembly 2,878 denies the story of the kidnaping. He says the men were peaceably talked.

talked into accompany a committee of strikers to Odd Fellows Hall. At the hall which place there was assembled a

throng of 400 or more strikers, fourteen of the men were won over by the strikers, accepted money and promised not to return to the car stables.

Secretary Bogardus, of the Brooklyn Heights, says that he is receiving many applications from strikers to be reinstated. He says his company will refuse to discharge nonunion men who perform their work satisfactorily.

Wires were cut at Fulton street and Saratoga avenue in the afternoon. The militia was called out to protect the linemen sent to repair the damage. At 5:30 this afternoon the wires were repaired and the cars which had been stalled on both tracks for four hours, proceeded on their trips. Guards of the Seventy-first Regiment preserved order while the repairers were at work.

Guards of the Seventy-first Regiment preserved order while the repairers were at work.

John Story, aged twenty-seven, was arrested while trying to force an entrance into the building, No. 37 Grand avenue. Three dynamite cartridges eight inches long were found in his pockets. Story is a striker, and the house he was breaking into was occupied by a nonunion man.

What is supposed to be a dynamite cartridge was picked up this morning by a man who brought it to the First precinct station house. The man said he found it at the corner of Flatbush avenue and Fulton street, one of the busiest stations of the city, and where several car lines pass. The object was found on the car track. It is covered with a coating of tar, has a fuse at one end and is about five inches long. The police immediately brought it to Police Superintendent Campbell, who decided to send it to the navy yard, where an examination will be made.

Traffic on the Hamilton-avenue line was resumed this afternoon after twelve day's suspension. The Third-avenue line has been operated with scarcely any interruption and little show of hostility.

STRIKERS ENCOURAGED.

STRIKERS ENCOURAGED.

"This is the most encouraging day we

have had during the strike," said Master Workman Murphy to a reporter this afternoon, as he entered the strikers' headquarters, "If you will sit down here for a while I will show you why we are so much encouraged. We are getting the new men away from the railroads as fast as they arrive. From 9 o'clock this morning till 3 this afternoon we induced twenty new men to leave their posts at Ridgewood, and men to leave their posts at Ridgewood, and so far to-day we have rescued thirty men at the other end of the line, to say nothing of the number we stopped before they reached this side of the river. We have done all this, remember, without any violence or intimidation; and the new comers, in every case, have yielded willingly. We bring them to our headquarters, warm and feed them and furnish a ticket to return home, no matter how far away they may live. They have been deceived in coming here. They claim they knew nothing of the strike, but after getting to Brooklyn they were compelled to earn enough to get they were compelled to earn enough to get back. Some of them forfeit what money the company owes them, and are glad to get off as easily as that."

get off as easily as that."

While the reporter was talking with the master workman a number of nonunion men were brought in by the strikers' scouts. men were brought in by the strikers' scouts. One of these was a motorman named Squires, from Baltimore. He said he was an expert motorman but, coming from a warm climate so thinly clad, and being compelled to feed on "red horse and punk," and sleep on the floor, he didn't want the job bad enough to stay any longer. He said the company owed him \$2.

From observation the reporter found many conductors handing in their envelopes on return trips without money. "What, more whitewash?" s

"Yes; didn't have a passenger on the "Do you look out for passengers on the sidewalks?" was the next question.
"Me? I did not dare to look out for anything but my head," said the conductor.
The blockade at the corner of Greenpoint and Franklin avenues was raised at 6:30 p. m. by a crowd of men sent down from the depot of the Greenpoint and Myrtle-avenue line. Quiet has been restored in Greenpoint, but it is doubtful if the railroad will run cars to-morrow without the protection of the militia. Every car that went out to-day returned in a badly dam-

Thirty-five property owners residing on Hicks and Sackett streets sent a petition to the grand jury this afternoon denouncing the killing of Thomas Kearney. The petition denounces Major Cochran as a 'cold-blooded murderer," and demands an investigation into the circumstances attending the shooting. Police Commissioner Wells has made an investigation into the shooting of Kearney. He refused to make public the nature of the report, but it is believed in police circles that he has arrived at the conclusion that the killing was Officers Frank Connelly and Earnest Wright, while trying to disperse a crowd at Manhattan avenue and Java street, shortly after noon, were struck by stones

and severely injured.

A car on the Flushing-avenue line was attacked by strikers near Washington avenue and badly wrecked.

STATE ARBITRATION COMMITTEE. Messrs. Feeny, Robinson and Purcell, comprising the State Arbitration Committee, which left Albany last night for Brooklyn, were in secret session at the Hotel St. George this afternoon, and subpoenaed Messrs. Lewis and Norton, whom they examined as to the cause and status of the strike. The committee also sent a note to Mayor Schieren, requesting the presence of that official at the examination, but the Mayor positively declined to attend.

The following notices to former employes of the Brooklyn Heights Railroad have been sent out. It bears the signature of President Lewis: "Notice is hereby given that the Brooklyn Heights Railroad Company is ready and willing to take into its employ such of its former employes as motormen and conduc-tors as are needed to fill existing vacancies paying them the market rate of wages for their service, provided such employes will accept the regulations of the company as to the frequency with which cars shall be run the number of cars which shall be

All the non-union men who were held in the military in order that they might not join the ranks of the strikers have been re-Master Workman Connelly, who has charge of the present strike, was angry this morning. He said early to-day to several reporters that the strike might be called off. Later, when asked for particulars, he re-plied that the strike would not be called off sand men being out there would be ten thou-sand soon. He denied that any strikers had returned to work. John Gibson, secretary of the strikers, said that under no consid-

eration would there be a surrender.

The Brooklyn, Queens county and Suburban system opened its Second-street burban system opened its Second-street line to-day. In the return trip this after-noon several cars were assailed with showers of stones and other missiles. Three shots were also fired from the windows of houses, and one of the bullets knocked off two fingers from motorman Schaeser's left hand. The officers entered the house from the shots came and arrested two men and a woman. men and a woman.

The troubles at Mespeth were temporarily settled by the strikers winning over the nonunion men. All of the nonunion men subscribed to an oath that they would not

again enter the company's service while the

THE RIDGEWOOD RIOT. little after 5 o'clock a car bound for Ridgewood was stopped at Gates avenue and Hamburg street by obstructions on the track. The trolley rope was cut and the bell pulled as a signal to start. The motorman obeyed the bell and away went the car. The two policemen on the car were powerless to cope with the man off the car and allowed it to run wild for several blocks before the policeman could shut off the power. While the car was flying through the street it was pelted sidewalks. Captain Nesbitt was sent down with Company B, Seventh Regiment. The militia found a mob of over five hundred persons and charged it. They also captured three men prisoners and took them to camp at Ridgewood. During the disturb-ance many windows in the vicinity were opened and filled with spectators. Captain Nesbitt gave orders to close them, but a Nesbitt gave orders to close them, but a stubborn refusal was persisted in. He then gave orders to a squad of seven men to fire, and the sound of musketry rang through the streets. Twenty shots were fired, and the militia kept up the charge. Saloons, stores and yards were cleared out by the soldiers. This concluded the trouble at that spot.

Shortly afterwards the pickets were called in. The cars at Ridgewood were hauled off at 6 o'clock, and later some of the new employes began to steal away

the new employees began to steal away from the barns, to pass the night elsewhere. One of these was Patrick Reilly, from Philadelphia, a motorman. Reilly was accessed by several men, who knocked him down and severely beat him. Nothing was known of the assault until Reilly (Continued on Second Page)

MR. TURPIE'S EPITHETS AND DENUN-CIATION ALL FOR NAUGHT.

The Indiana Senator "Sat Down On" and Mr. Morgan Upheld by the Decisive Vote of 31 to 21.

PROVISIONS OF THE MEASURE

\$100,000,000 OF "NICARAGUA CANAL BONDS" TO BE ISSUED.

Seventy Millions to Be Guaranteed by the United States and \$30,000,000 to Be Backed by the Company.

UNCLE SAM TO HOLD A LIEN

AND THE PRESIDENT TO DESIGNATE TEN OF THE FIFTEEN DIRECTORS.

Many Senators, Including Voorhees, Paired-Sundry Civil Appropriation Bill Passed by the House.

WASHINGTON, Jan. 25 .- The bill pledge ing the faith of the United States to the construction of the Nicaragua canal passed the Senate to-night by the decisive vote of 31 yeas to 21 nays. It was the termination of a debate which has lasted since the prese ent session of Congress began. It was moreover, the first realization in either branch of Congress of the vast projects so long and vigorously urged for a canal joining the Atlantic and Pacific with the United States government standing sponser for the execution of the work. The final vote was not secured until 6:30 o'clock to-night, butnotwithstanding the lateness of the hourthere was an exceptionally full Senate, owing to the interest felt in the culmination of the long discussion. The Nicaraguan minister and many other diplomats interested in the project, had seats in the diplomatic galleries throughout the voting on the many amendments, and the final ques-

The bill, in brief, directs the issue of \$70,. 000,000 of Nicaragua canal bonds. Each of these is to bear the following guarantees The United States of America guarantees to the lawful holder of this bond, the payment by the Maritime Canal Company of Nicaragua of the principal of said bonds and interest accruing thereon, and as it accrues." An additional \$30,000,000 of bonds is to be issued without the United States guarantee. The total hundred millions thus issued is to be used in constructing the inter-oceanic canal. The Secretary of the Treasury is to have general supervision of the project. A board of fifteen directors is to have immediate charge of the work. Of this board, the President is to designate ten members, no more than two from any one State. The United States is to receive \$70,000,000 of canal company stock in return for guaranteeing the bonds, and is to hold a mortgage lien on all the property of the canal company.

VOTES ON AMENDMENTS. When the Senate met Mr. Mills delivered his advertised speech on the Hawaiian question, and at its conclusion the Nicaragua bill was taken up. Mr. White presented a letter from London stating that if the United States did not proceed with the canal project, British capital would step in and carry out the plan. Brief speeches were made under the five minute rule by Mr. Vest favoring a new survey by disinterested engineers; and by Mr. Call, for direct government control.

Mr. Wolcott offered an amendment requiring the canal company to purchase its materials and construction machinery in the United States, Nicaragua or Costa Rica. The first votes were on numerous amendments that had accumulated. That of Mr. Vest, giving the President complete authority to suspend the issue of canal bonds, was defeated-24 to 29. Mr. Wolcott's amendment that American goods and materials should be used

was accepted by Mr. Morgan and agreed

The amendment of Mr. Palmer, giving the President power to reappoint and remove directors of the canal company, was agreed to.

The amendment of Mr. Walcott, providing that every dollar of stock shall represent a dollar actually expended by the company was agreed to—27 to 19.

Mr. Peffer's amendment, that the labor on the canal should be done by United States citizens, working eight hours a day. was defeated.

The amendment of Mr. Power, that three officers of the United States Corps of Engineers shall supervise the work, was de-

The amendment of Mr. Frye, that the work be subdivided into sections and each part awarded as a separate contract, in dition, was agreed to, with an amendment by Mr. Wolcott that the aggregate of all contracts should not exceed \$70,000,000.

The amendment of Mr. Voorhees, that the government directors shall be United States citizens and no more than two from any one State, was agreed to.
The amendment of Mr. Vilas, that the work should not be done by corporations in which stockholders of the canal are interested, was adopted.

An amendment by Mr. Pasco, that the canal route leases from Nicaragua shall be perpetual, instead of for ninety-nine years, was defeated—23 to 29.

TURPIE'S FINAL DEFEAT. Several amendments by Mr. Turpic, to limit the payments to the old Nicaragua Canal Company, were defeated by vivavoce votes. Another amendment by him, that the old company should have no part' in the new work, was defeated-24 to 29. The main opposition then came on Mr. Turple's motion to strike out all after the enacting clause, substituting a provision that a complete survey be made by United States engineers before any further steps are taken. This was defeated-21 to 30. The substitute of Mr. Stewart, for a new reaty with Nicaragua was defeated-12 to

The bill was then passed as amendedyeas, 31; nays, 21-as follows:

